during the present month. He had distributed 25 Bibles, 30 Testaments and 1,600 Tracts, and had obtained the attendance of 20 children at Sabbath School, besides his other religious labors. His work is principally among the Roman Catholics.

Rev. M. Scofield, of Illinois, was introduced to the audience. He expressed his disappointment of not meeting with a large audience. If the announcement of a Bible Society meeting were made in the Valley of the Mississippi, the largest log cabin there would have been crowded. But Bible Societies are new there, while here they are older institutions, and other novelties divert the people's attention from a subject like this. He made some general remarks upon the establishment of an auxiliary Bible Society years ago, in Chautauque County, New-York, while he resided there. He spoke of its operations there and his efforts in connection with it. For the past ten years he had been engaged in the Bible cause in the West. The people of the West are as yet quite destitute of the Bible, and it is difficult to obtain colporteurs for the distribution service. Missionaries and Methodist circuit preachers, he remarked, had done much toward circulating the Scriptures, but there is yet much to be done. The missionaries and traveling preachers cannot visit all of the people of the country, therefore the services of the colporteurs, whose business it is to be thorough in canvassing, are invaluable. Benevolent societies have been of much aid. Instances were mentioned in which conversions, the establishment of Sunday Schools, and other good fruits had resulted from the labors of these distributors. After some further remarks he closed by expressing the hope that the West—especially the Valley of the Mississippi—would be recollected in the distribution of the Scriptures.

The President of the meeting read a letter from the colporteur at Bloomingdale, which stated considerable success in that quarter of the City. Gratifying accounts of progress by this Society in other parts of the City were read. Mr. Carter continued his remarks by comments upon the usefulness of colporteurs in the City. It is impossible for the minister in the City to visit thoroughly, and the colporteur is indispensable for his aid. There are now seven colporteurs in the service of the City Bible Society—most of them being engaged with the Irish and German population, with considerable success. After some further remarks, the choir sang a hymn, and the Society adjourned.

TESTIMONIAL TO MR. FRY.—We learn that the members of the New-York Sacred Harmonic Society, some two hundred in number, who have been engaged in the musical performances illustrating Mr. Fry's Course of Lectures on Music, have resolved to offer him a public testimonial at the conclusion of the Course. Precisely what its nature will be is not yet determined, but we presume it will be a complimentary concert. The idea is an excellent one; Mr. Fry certainly deserves from the musical profession, as well as from the public at large, such an evidence of appreciation for the service he has rendered to the art by his instructive and valuable lectures.

STATEN ISLAND FERRY BOAT.—Mr. Simonson will launch from his yard, foot of Eighteenth-st., East River, about the 15th of March, a ferry boat, building for Mr. C. Vanderbilt, which is to be placed upon the Staten Island ferry line. It is 150 feet long; 8 feet beam; 8½ feet deep, and about 400 tuns burthen.

SHIP BUILDING.—Mr. Thomas Collier has on the stocks, at the yard of Wm. Collier, foot of Eighteenth-st., a steam tow-boat, building for Messrs. Russel, Sturges & Co. of this City, which, when completed, is to be taken to Canton, to be used as a tow-boat. It is to be 160 feet long on deck, 28 feet beam, 3 feet depth of hold, and about 500 tuns burthen. She is to have a beam engine which is being made by J. R. Dunham & Co. She will be launched about the 5th of February, and will leave for her destination the last of March.

Messrs. J. A. Westervelt & Co. have just commenced laying the keel of a full ship to be called "John C. Calhoun," for Messrs. Spofford & Co. of this City, which, when completed, will be placed in the Liverpool line. She is to be 200 feet length of deck, 42 feet beam, 29 feet deep and registers 1,700 tuns burthen. She will be launched the last of May.

The steamship "Roanoke," which for several weeks past has been undergoing repairs at the ship-yard of J. A. Westervelt, was on Wednesday afternoon steamed up and taken around to her berth, at pier No. 13 North River. The engines have been thoroughly overhauled and repaired; the staterooms have also been re-fitted and altered, so as to accommodate a larger number of passengers, and a top gallant forecastle has also been added to her, for the accommodation of the sailors and persons employed on board.

Abraham C. Bell has in frame at his yard, foot of Houston-st., a new clipper-ship, to be called the North Wind, building for Messrs. S. T. Goodrich & Co., of this City, and intended for the California and China trade. She is to be 180 feet long on deck, 36 feet width of beam, 21 feet deep, and about 1,100 tuns measurement. She is to be commanded by Capt. Hildreth, and will be launched about the 15th of April. Also, at the same yard, a clipper-ship for Thos. Wardwell and others, intended for the California and China trade. She will be 190 feet length of deck, 38 feet beam, 22 feet deep, and 1,350 tuns measurement. This vessel will be commanded by Capt. McLean, formerly commander of the ship Oxford. Will be launched about the first of July.

Messrs. Rosevelt, Joyce & Co., at their yard, foot of Houston-st., have commenced laying the keel of a clipper-ship for A. A. Low & Co., intended for the California trade. She is being built under the superintendence of Capt. N. Palmer; will be sharp-built, and will be 213 feet length of keel, 41½ feet breadth of beam, 22½ feet deep, and about 1,700 tuns burden. She will be launched the last of June, and will be commanded by Capt. N. Palmer. Also, at the same yard, there is on the stocks a schooner named F. A. Ward, building for C. B. Freeman, of this City, and when finished, will be put upon the line between this City and Wilmington. She is 110 feet long, 28 feet beam, 10 feet hold, and 320 tuns measurement. She is to be commanded by Capt. J. D. Hough, and will be launched the first of April.

FATAL EFFECTS OF A SNOW FROLIC.—A boy 7½ years old, named Ebenezer Graham, died rather suddenly on Wednesday, at the home of his parents, No. 79 Hammersley-st., and having been in constant attendance at Public School No. 3, where the teachers are necessarily strict, his friends thought that the child might have been severely treated, and demanded an investigation by the Coroner. Accordingly, Coroner Hilton proceeded to the house and held an inquest upon the body, when it appeared by the testimony of Mrs. Graham, that her child came home from school on Friday last between 3 and 4 o'clock and complained of being very ill. His clothes were damp. He said he had been playing with the school-boys in the yard of the building, when some of the larger ones covered him with snow and threw snow-balls violently against his head. He also said that he asked the teacher to allow him to go home, telling her that he was very sick, but she refused, but excused him from pursuing his studies. Dr. Kimmer testified to having attended the boy, and that his complaint was acute bronchitis, and that the attack was unusually violent. Dr. Finnell made a post-mortem examination of the body, and gave it as his opinion that death was caused by acute bronchitis, and the Jury rendered a verdict to that effect. The complaint of which the lad died was, no doubt, brought on by the severe treatment he received at the hands of his schoolmates. The deceased was born in England.

FIRE IN THE BONDED WAREHOUSE.—Last night, about 11 o'clock, a fire broke out in the U. S. Bonded Warehouse on Broadway, corner of Exchange-place. The fire originated in the Store-keeper's Office, fronting on the latter street, but the flames were soon extinguished by the private watchman about the building, assisted by the firemen who were early on the ground. With the exception of the papers and books in the safe, nearly everything in the office was destroyed. Considerable damage was done by water to the property stored in that portion of the building, but to what extent we could not ascertain. The origin of the fire is unknown. The private watchmen say they had no charge of the Store-keeper's Office.

☞ The cargo of the ship Cornelius Griswold, lately wrecked, was thrown into the auction rooms of Messrs. Coffin & Haydock and Wilmerding, Humbert & Co., on Wednesday, and sold to our City dry goods merchants.

COLLISION ON THE HUDSON RIVER RAILROAD.—On Wednesday evening, as two freight trains were going up the road near Stuyvesant, the forward train was checked up or slacked speed by accident, and the locomotive of the rear train ran half way through a passenger car attached to the forward train. No person was hurt, there being but very few in the train. The track was obstructed so that the 7 o'clock express train from Albany was delayed about an hour and a half.

FOR CALIFORNIA.—The steamships Ohio and Uncle Sam, for Aspinwall, and the Northern Light, for San Juan, left this port yesterday afternoon with a large number of passengers for California. The names of the passengers by the Ohio and Northern Light can be found under the appropriate head.

IMPORTANT ARRESTS.—*A Fraudulent Health Association Broken up—Its Officers in the Hands of the Police.*—For about two years past an Association has been in existence in this City, calling itself "The U. S. Mutual Benefit and Health Association of New-York," professing to have been incorporated by act of Legislature passed April, 1848, with a cash and guaranteed capital of $20,000, having for its avowed object the insuring of the health of its members against loss by sickness or accident. Its terms were as follows: A payment of $2 per year entitled the party to recover $2 per week, while prevented by sickness or accident from attending to business; $3 per year entitled him $3 per week, and so on up to $13 per year. A funeral benefit of $25 was also promised to the heirs of any member who should decease. At the time the Association started one John Little was its President, J. P. Magle Vice President, and Dr. Wills, of No. 50 Thirteenth-st., David Blake, of No. 54 Howard-st., and Frederick Witteroth, of No. 31 Canal-st., composed the Finance Committee. They issued a circular in which the names of Messrs. R. L. Stuart, Sugar Refiner on the corner of Greenwich and Chambers-sts., Ball, Black & Co., Jewelers of No. 247 Broadway, and about fifteen other gentlemen and firms were placed as references. Their office, according to their printed circular, was at that time over the Assembly Rooms in Broadway, but is now said to be over the Pacific Bank, and their President and Secretary have since been changed, Geo. M. Howell at present occupying the first named office, and T. H. Hallenbeck the last. It is alleged that the whole concern is a fraud, got up for the avowed purpose of benefiting the public, but really with a view of defrauding it. The complainants are Mr. Thomas Blake of Eleventh-av., between Forty-third and Forty-fourth-sts., and Mr. Robert Smith, residing in the same house. These gentlemen a day or two since appeared before Justice Stuart and made an affidavit, setting forth that John Little, J. P. Magle, Dr. Wills, David Blake and Fred'k Mitteroth did conspire together and on the 25th of February, 1852, the said parties being in a confederation under the name of a U. S. Mutual Benefit Association of New-York, declaring themselves to have a cash capital of $20,000, and publishing as references the names of several individuals whom they asserted would certify to the truth of all they pretended, and also to the character of the Association, to defraud them, and by means of the statement made in their circular, as also by the representations contained in their printed certificates of membership, they did succeed in defrauding the complainants out of $3 each, which money was paid to one Millott, who was at that time acting as agent for the concern; and further, that George M. Howell was represented to them to be President, and H. Hallenbeck, Secretary, of the concern. Complainants also state that they made inquiry of a large number of said references, none of whom had authorized the use of their names, and knew nothing about the Association nor the persons composing it; and complainants further allege, that it is a false and fictitious concern, by which they and (they have no doubt) others, have been cheated and defrauded.

On this affidavit the Magistrate issued warrants for the arrest of John Little, J. P. Magle, Charles Wills, horse doctor, David Blake, Frederick R. Witteroth, George W. Howell, W. H. Mulligan, —— Millott, —— Hallenbeck. The warrants were placed in the hands of Officers Davie and Bilger, of the Jefferson Police Court, who succeeded yesterday in arresting the four first named of the accused, who were taken before Justice Stuart for examination. The rest are still at large. Messrs. R. L. & A. Stuart, and Ball, Black & Co., signed a written paper now in possession of the Magistrate, setting forth that they knew nothing either of the Association or its individual members, and the use of their names as references is wholly unauthorized. It is expected that a large number, perhaps hundreds, of complaints will be made against this concern. Mr. David Blake, one of the accused, is thought to have been inveigled into the concern by false representations, and had no intention to be a party in the fraud. The examination will take place in the course of a day or two.

CHATHAM-ST. PAVEMENT.—*Editors of The N. Y. Tribune:* On noticing an article of gross injustice in your paper of 18th, headed "Chatham-st. pavement," wherein you have compared the Pinkerton mode of pavement with the Perrine mode, and gave as your opinion that neither of the modes are fit to be laid in such a thoroughfare as Chatham-st.

Now, Sir, if you will only call to mind the block laid down in Broadway between Reade and Duane-sts. adjoining Stuart's block you will find it was laid down by Mr. Pinkerton over four years ago, and is at the present time in good condition, and has never been needed to be repaired during that period; as its trial of four years is not satisfactory enough to test the pavement the public will probably be able to judge for themselves as to whether the Pinkerton mode of pavement is fit to be laid down in any of our streets or not. You are not probably aware of the improvement made in the above pavement by the means of grooving and champering of the blocks, which has added considerably to prevent horses from sliding, &c., or perhaps you are not very well posted up in the way of paving streets. Having heard the opinions of most of our City Surveyors and others well able to judge, of the above pavement, they have all come to the conclusion that it is the most durable and cheapest pavement that can be laid down in any of our thoroughfares. And now Mr. Editor, allow me to give my views as a disinterested party only on the side of justice. In you, giving your views, you must have been politically governed with a good deal of prejudice against Mr. Pinkerton or else you have not weighed the matter over properly in your brains before giving to the matter publicity in your journal, by giving the above a space in your wide circulated journal you will confer a great favor and good service to the tax paying citizens of the Seventh Ward, and an old reader and admirer of your journal. JAMES McNULTY, No. 262 East Broadway, N. Y.
New-York, 19th January, 1853.

The amiability of the above document is so admirable that we do not choose to mar it with comment. It goes for what it is worth.

STRANGERS.—At the METROPOLITAN, Gen. Duff Green, Washington; Thos. W. Hailey, Pennsylvania; M. Cutter, St. Louis; J. W. Brooks, Detroit; Mr. J. Savage, San Francisco; Thos. Garnett, Demerara, S. A.; Dr. Flournoy, Kentucky; Jas. C. Dunn, Boston; David Clark, Maryland; Jas. L. Gleason, Norwich; E. G. Davies, North Carolina; J. Sampson, Buffalo; E. W. Bailey, Philadelphia; E. Renshaw, Cambridge; C. P. Anderson, Philadelphia, and others.

At the ST. NICHOLAS, T. B. Lawrence, U. S. Legation, London; T. Beekman, Kinderhook; H. M. Hilderburn, Philadelphia; P. H. Moore, Washington; Geo. Bates, Boston; Hon. B. Breedeth, Sing Sing; H. K. Bant, Great Barrington; W. C. Waite, Boston; J. Ames, New-Orleans; J. H. Spencer, Baltimore; C. W. Penney, Ohio; J. K. Hart, Philadelphia; B. Ashby, Auburn; E. Parker, Baltimore; W. J. Shreve, Cambridge; E. Wood, Buffalo, and others.

At the ASTOR—Hon. J. M. Burt and Hon. S. Foote, Vermont; Judge Stryker, Rome; Hon. A. Body, Rochester; Paul Fisher, New-Jersey; Philip Greeley, Boston; Fitz Henry Warner, Washington; Hon. O. B. Matteson, Utica; W. Chamberlaine, Red Hook; O. W. Morris, Philadelphia; M. Hedges, Rutland; R. B. Shore, Boston; W. Gordon, do; B. A. Forsyth, Newburg; Franklin Ripley, Greenfield, and others.

At the IRVING—Hon. G. H. Monypenny, Cincinnati; Hon. N. Cruger, Cortland; Col. John S. Duke, St. Louis; S. L. James, do; J. Raphael, Louisville; B. A. Mayo, Richmond; W. McClane, Cincinnati; H. Sutt, Pennsylvania; J. M. Porter, Jr., do; J. S. B. Price, Oswego; Capt. Sanford, Nantucket; E. D. M. Wilcox, U. S. A.; Geo. Smith, Nantucket; B. F. Angel, Genesee; P. R. Ned, Cincinnati, and others.

REAL ESTATE.—The following sales were made by A. J. Bleecker, Jan. 20:

House and lot No. 87 Rivington-st., 25x85	3,625
House and lot No. 89 Eldridge-st., 25x[illegible]	5,700
House and lot No. 143 Eldridge-st., 20x85	5,600
House and lot No. 145 Eldridge-st., 20x50	5,550
House and lot adjoining Avenue D and 7th-st.	6,000
House and lot No. 9 3d-av., 17x74	3,500
House and lot No. 11 East 11th-st., 25x25	3,350
House and lot No. 279 Grand-st., 25x100	7,400
House and lot cor. University-place & 11th-st., 25x33	6,150
House and lot No. 140 West Broadway, 17x80	11,750
House and lot No. 135 9th-av., 25x100	3,100
House and lot No. 165 6th-av., 25x[illegible]	2,750
House and lot No. 205 Sixth-av.	6,000
[illegible] Franklin-st. [illegible]	30,100
Half interest in house and lot No. 383 Grand-st., 25x100	3,500
Lease of lot near 42d-st. [illegible]	1,350
Lease of lot No. [illegible]	1,825
Lease of house and lot No. 245 9th-st., 25x100	7,400
By W. H. Franklin, Son & Co.	
House and lot No. 32 Amity-st., 25x100	7,500
House and lease of lot No. 327 Hudson-st., 16x80	3,850
House and lease of lot No. 329 Hudson-st., 16x80	3,500
House and lot No. 331 Hudson-st., 16x80	3,300
House and lot No. 263 Greenwich-st., 24x75	8,100
House and lot No. [illegible]	7,050
House and lot No. 200 Spring-st., 16x42	4,750
House and lot No. 202 Spring-st., 16x42	4,100
House and lot No. 300 Varick-st., 21x50	6,100
House and lot No. 701 Centre-st., 21x38	3,700

☞ We cannot vouch for the correctness of the statements made in the following letter; but that M. Duclureon died last week we know to be true:

KEESEVILLE, N. Y., Jan. 15, 1853.

Editors New-York Tribune—A well dressed, intelligent appearing man, came to this village on Wednesday last, and put up at the Ausable House; during that night he conducted so strangely that it was thought by some that he was insane. On Thursday morning about 10 o'clock, he said to some one that he was going to his house in the Fifth-av., when he took his hat and walked out. The proprietor of the Hotel paid no attention to it, presuming that he would return shortly; but not returning during the day, some of our citizens commenced a search for him, and about 3 o'clock to-day he was found on the bank of the river below our village, he undoubtedly having wandered off and had either jumped or fallen down a rocky cliff, thirty or forty feet.—From some papers found in his pockets, his name was probably Henry Duclureau, and was the keeper of a House called the Alanthus, corner of Waverly-place and McDougal-st., New-York. His body was brought to the village, a coroner's inquest held, and a verdict rendered in accordance with the above facts.

If Mr. Duclureau had a family in New-York, by publishing this in your paper, they may learn his fate.

Yours, truly, A. B. KINGSLAND.

LEASES OF CORPORATION PROPERTY.—*To the Editor of The N. Y. Tribune:* There has been very great and almost universal dissatisfaction expressed as to the manner in which the leases of ferries and grants for railroads have been disposed of by our Common Councils for the past few years.

It would appear to the writer easy to have all such matters placed upon the right footing, by an enactment of the Legislature, compelling our Common Council to put up at auction all public rights, and to award them to the highest bidder.

Will you inform the public if the Legislature has the power: and if so, you would be conferring a great favor upon your fellow citizens and tax payers by advocating, with all your might, the passage of such a law at the present session. EQUITY.

EXAMINATION OF PRISONERS CHARGED WITH MURDER.—Coroner Hilton yesterday afternoon proceeded to the Halls of Justice and examined Patrick T. Fitzgerald, who stands charged with the murder of his wife by shooting her through the head with a pistol, on last Monday morning. He stated that he is about 50 years of age and was born in Ireland. When asked what he had to say relative to the charge against him, he replied: The pistol was not in my hand when it was fired and I had no intention to take the life and I did not kill her.

Wm. Myers, charged with being a party concerned in causing the death of John Haynes, who was beaten on last Saturday night, at the house No. 36 Cherry-st., and died subsequently of his injuries, was also examined. He is 21 years of age, a baker by trade, and lived at No. 22 Cherry-st. He denies the truth of the charge. The Coroner, deeming the evidence against him to be slight, required him to find bail in $500 only. Fitzgerald was remanded to prison.

DARING HIGHWAY ROBBERY.—Shortly after 11 o'clock on Wednesday night, a young man named Edward Kerrigan, residing at No. 42 Hammersly-st., called at a grocery, corner of Center and Walker-sts. for the purpose of getting some refreshment. Four young men were there at the time, but soon after his entrance they left. On going out of the place, however, he met them near the corner, when they accosted him in apparently a friendly manner, and asked him to treat them to some oysters. He consented to do so, when they attempted to lead him into a rum-shop and oyster-cellar in Canal-st. He, however, declined going in, as he was unacquainted, but said if they would go with him to a saloon in Centre Market-place he would give them a supper. They pretended to acquiesce to this proposition, but after getting him into a dark place, they knocked him down, robbed him of $140, and then fled. He immediately went to the Sixth Ward Station-House, where he narrated the circumstances of the outrage, and Officers Bingham and Lord went with him in search of the highwaymen, whom they succeeded in capturing. One of them, however, got away from the officers and escaped. The others gave their names as Lindsay Moore, John Drummer, and John Curry. They were locked by Justice Osborne in default of $2,000 bail each.

PASSING COUNTERFEIT MONEY.—A young peddler named Rimball Kidder was yesterday arrested by Officer Patterson, of the Lower Police Court, charged with having recently passed a counterfeit $3 bill on the Carroll County Bank, at Sandwich, N. H., to Bliss, Potter & Co., merchants, of No. 42 John-st., and also upon Henry Smith, the "razor-strop man," of No. 253 Grand-st., a similar bill. He was taken before Justice Osborne for examination. He states that he thought the bills to be good, as he had received them in good faith in the way of trade. The officer searched his person, trunks, &c., and found no spurious money, and it is probable that on examination he can show his innocence.

A FEMALE LUNATIC.—Yesterday morning a female named Deborah Benjamin was committed by Justice Wood to the Lunatic Asylum, on the affidavits of some of her friends and also on those of Drs. McMurray and Tuttle, of East Broadway, to the effect that she was insane. She is said to be the widow of the Mr. Benjamin who a few days since committed suicide in Philadelphia, because he had ascertained that his wife, to whom he had been married but a short time, was insane. She is said to be of English birth.

CHARGE OF GRAND LARCENY.—A German named Florence Meyer, residing in Sixteenth-st., was yesterday arrested by Officer Crow, of the Third Ward, charged with stealing $225 in gold coin and bank bills, the property of Mr. John H. Temeyer, of No. 191 West Thirteenth-st. The prisoner admitted his guilt, restored to the owner $34, and stated that he had lost or spent the balance. He was committed by Justice Osborne to answer the charge.

GRAND LARCENY.—A colored boy named Thomas Bostwick, employed in the family of M. C. Marie, residing at No. 17 Ninth-st., was yesterday arrested, charged with stealing three silver spoons and $49 in money from the house. He was locked up by Justice Stuart.

A man named Thomas Cunningham was yesterday arrested and held for examination on a charge of having stolen $40 worth of tobacco from the store of a person doing business in Fulton-st.

BROOKLYN ITEMS.

LADIES FAIR.—The Catholic ladies of this city, recently held a meeting at the Boys' Asylum, in Clinton-st. and determined to open a Fair during Easter week, at Montgomery Hall, commencing on Easter Monday; the proceeds to be devoted to the support of the Catholic Orphan Asylums. The recent enlargement of the house for girls in Congress-st., has enabled the Directors to receive an increased number in both places, so that at the present time there are 164 children under their care. Contributions from the benevolent are solicited, and anything that may be offered will be gratefully received at either the Girls' Asylum in Congress-st., between Court and Clinton, or at the Boys' Asylum, corner of Clinton and Congress.

☞ During the past year the number of surgical operations performed at the Brooklyn City Hospital amounted to 210; medical cases treated, 217—total, 456. Of these 29 died, 13 absconded, 24 left by request, 15 were relieved, and 306 recovered. Remaining on the 1st inst., 70 patients.

REMANDED.—Robert F. Tirrell, arrested on Saturday last in this City, charged with robbing Mr. Smith, of Stony Brook, of $400 on the night of the 2d inst., was handed over into the custody of an officer from Suffolk County yesterday, and taken back for trial on the charge.

☞ Samuel Drury, Sr., recently disposed of his farm, just above the village of Astoria, to Mr. Parmlee, for $22,000. It is to be cut up into building lots.

☞ The Suydam Farm, on the Newtown Road, about half a mile from Astoria, L. I., was lately sold for $56,000. It contains 127 acres, running through from the Newtown Road to Flushing-av.

☞ A new line of stages is soon to be started, to run between Jamaica village and this City. The fare is to be one shilling, and the time, through, one hour and a half.

OBSTRUCTION ON THE LONG ISLAND RAILROAD.—The running of the trains of this Road has necessarily been suspended since Monday beyond Jamaica, in consequence of the heavy drifts of snow and ice upon the track at various points on the route. Ice-cutters have been employed in clearing the track, and yesterday the trains proceeded as far as Farmingdale, twenty miles beyond Jamaica. The snow is represented to be very deep throughout the Eastern portion of the Island, and sleighing very good.

☞ In the City Court, on Wednesday, the infant, Charlotte Storey, brought up on a writ of habeas corpus, sued out by the mother, Mrs Mary Jane Cooper, demanding its custody, was remanded to her charge by an order of the Court. The child it appears had been handed over in charge of a woman named Angelina Stiles some years since, the mother being unable to take proper care of it. Mrs. Stiles being now under detention as a witness against the gang of burglars recently arrested, the Court decided that the mother was the proper person to have it in charge.

SUICIDE.—On Wednesday morning an Englishman, named William Manning, committed suicide at the house of his brother in Johnson-st., near Gold, by cutting his throat from ear to ear, completely severing the windpipe. Deceased was a single man, about 28 years of age, a farmer by occupation, and residing in one of the Western States, being on a visit to this city since the holidays. Since his arrival he had shown symptoms of derangement, and by the advice of the family physician a watch was constantly kept over him. He was attended by his sister-in-law, who, having occasion to be absent for a few moments, about 10 o'clock in the forenoon, left him alone, and on her return found him lying on the floor weltering in his blood. It seems that while she was out he proceeded to the back basement and taking a large dirk-knife from his chest, returned to the apartment he occupied and terminated his existence as above stated. An inquest was held upon the body, and a verdict in accordance with the facts was rendered by the Jury.

DEATH FROM NEGLECT.—An inquest was held on Wednesday upon the body of a child about three years of age, the daughter of Bernard Youngs, No. 17 State-st., which came to its death from neglect, having been ill for some months past, and it appears was not attended to as it should have been. A verdict in accordance was rendered. The parents were taken into custody by order of the Coroner.

DIVORCE CASE.—In the City Court, on Wednesday, a decree was made divorcing Julietta Hambler from her husband, John Hambler, on the plea of immorality. The custody of the children—two girls—were awarded to the mother, and the father was adjudged to pay $500 yearly for their support.

ACCIDENT.—On Wednesday evening a servant in the employ of John Benson, in Front-st., was run down by a boys' sled, in Washington-st., and had one of her arms fractured. Dr. Giffillin dressed the wound, and she was sent home.

WILLIAMSBURGH ITEMS.

☞ John B. Gough delivers his third Temperance lecture at the Odeon, in Williamsburgh, to-night.

COMMON COUNCIL.—A special meeting of the Board of Aldermen was held last evening, Ald. Comstock in the chair. Mayor Berry stated that he had called the Board together to announce the sad intelligence of the decease of Ald. Andrew C. Johnston, of the Third Ward, and also made a brief eulogy upon the character and high standing of deceased, and the loss which this Board, and also the city of which he was an honored and estimable member, has sustained. Ald. Van Sant moved that the members of the Board, together with the mayor and officers of the city, meet at the City Hall on Saturday, at 12 o'clock M., to attend in a body the funeral of deceased to take place at 1 o'clock P. M. of the same day, at the Gothic Church, in Grand-st. Adopted, and adjourned.

BOARD OF EDUCATION.—A special meeting of the Board of Education was held at the City Hall last evening, the President, Mr. Sylvester, in the Chair, and Mr. Demarest was chosen Clerk, *pro tem.* The President of the Board then announced the following names for the Standing Committees:

Estimates and Appropriations—Messrs. Polley, Broach and Magrath.
Real Estate and Buildings—Henderson, Burdett and G. E. Baker.
School Books—Demarest, Wall and Terry.
School Discipline—Tuttle, Lay and Kennedy.
Qualifications of Teachers—Demarest, Polley and Barlett.
Evening Schools.—Terry, Burdett, and Robertson.
Colored Schools.—G. E. Baker, Meekes, and M. P. Baker.
Reports, Communications and Census—Broach, Fowler, and Magrath.
Laws and By-Laws.—Lay, Tuttle, and Henderson.
Contingent Expenses.—Wall, Kennedy, and M. P. Baker.
Normal Schools.—Bartlett, Meekes, and Robertson.

DEATH OF ALDERMAN JOHNSTON.—Alderman Andrew C. Johnston, of the Third Ward, died at his residence yesterday morning at 4 o'clock. The cause of his decease was an affection of the heart. He was, however, able to attend the last meeting of the Board.

☞ John B. Gough delivered one of his eloquent temperance lectures last evening at the Odeon. The attendance was good.

TEMPERANCE.—The tenth regular meeting of the Washingtonian Temperance Society took place on Wednesday evening. The meeting, which was unusually large and interesting, was addressed by Messrs. Price, Hutchins, Staylor, Evans and Littledale, of New-York. Thirty-one names were added to the pledge. During ten meetings of this Society 235 names have been obtained to the pledge, and much good has been done.

COURTS.—Yesterday morning Justice Bosworth sentenced two vagrants, named Ellen Curran and Michael Cox, to the County Penitentiary for 60 days each. William Martin, charged with flailing his wife and children, was trotted off down to the County Penitentiary to ruminate for 90 days.

BURGLARY AND ROBBERY.—During Wednesday night the grocery store of Mr. Young, at the corner of South Fifth and Sixth-sts., was entered through the basement, and 185 pounds of butter and 100 pounds of pork were taken, the value of which was $45. These daring villains then proceeded to the grocery store owned by Mr. Wing, at the corner of Sixth and South Sixth-sts., and effected an entrance, where they took away between 40 and 50 lbs. of butter. There was a half tub of butter which they did not disturb, and for this act of kindness they undoubtedly have the thanks of Mr. Wing. These parties are as yet unsuspected.

NEW-JERSEY ITEMS.

COUNTY BIBLE SOCIETY.—The Jersey City Bible Society have appropriated $200 toward the support of a County Bible Society. A meeting of the latter Association was held last week at Hoboken, and arrangements made for the organization of a Bible Society in that town. It is the object of the County Society to canvass their district thoroughly, and establish township Societies for the purpose of giving a complete circulation of the Bible.

WATER LOAN.—The proposals for the six per cent. Water Loan of $200,000 have been opened. They amounted to $976,000, and have been awarded as follows:

Blatchford & Rainsford	$29,000 at 104,29–103,50
M. B. Bramhall	10,000 at 104,50–104,00
H. W. & T. Mali	5,000 at 104,00
W. & J. O'Brien	15,000 at 104,01–103,65
Jersey City Savings Bank	12,000 at 104,00–105,00
Decruppet & Co.	129,000 at 104,02–103,77

The average premium is a little over four per cent.

ACCIDENT.—Last evening, a young man, a resident of Bergen, was thrown out of a sleigh and struck a fence which fractured an arm and leg. He was taken into the residence of Mr. Mooney, on Newark-av., and medical assistance procured.

LECTURES LAST EVENING.—E. B. Wakeman, Esq., on "The ordinary duties of Life," and E. D. Connery, M. D., on "Catholicity and Republicanism." The former in the First Presbyterian Church, the latter in Washington Hall.

LAW INTELLIGENCE.

U. S. CIRCUIT COURT—Before Judge BETTS.

Trial of Capt. Farnham, of Steamboat Reindeer, for Manslaughter,

On a Charge of Inattention, &c., under law of 1838.

[Continued.]

The following is a view of the remarks of Mr. Noyes, for defense, and of the District Attorney in summing up for the prosecution.

The Counsel said the defendant has been charged with this offense, and if the Jury should convict him, it would have been better for him, rather than to be exposed to imprisonment with felons, and also for his family, that he, too, had been killed. But I have no great fear that you will convict him. Still it is necessary for me to show the case fully and as powerfully as I can, to the Jury. It has been seen that instead of censure, Capt. Farnham is entitled to great credit, for the manner in which he conducted his boat. It will be truly dangerous for a man to have charge of an engine or a steamboat, if, in addition to the immediate risk of life by an accident, the fear of a halter or a State prison is before him. In this case fifteen of the persons, including the clerk, second engineer and some firemen, belonging to the vessel, were killed, and the engineer, who was not killed, but was much burnt, is involved in this charge with the Captain, and his mouth is shut. The Jury will perceive the situation of Capt. F., with most of those dead who could tell best in regard to his course that day. The Jury will weigh the circumstances, and find in them, no doubt, what will be deeply gratifying to their feelings, that they can acquit Capt. F., and restore him to his family.

I will contend that the law is not imperative as to opening the safety valve, as contended for by the District Attorney. I will show what degree of care is necessary in regard to the offense, and refer to the law. The 3d section says the District Judge shall appoint Inspectors who are not engaged in the manufacture of steam machinery, with provisions defining the duty of the inspectors. That authorizes, I contend, the Inspectors to state what amount of steam a vessel may carry, and although it does not compel the steamboat to confine itself to that, yet when it keeps within the amount the boat cannot be charged with negligence, and not even a prima facie case of negligence can be made out.

The 7th section, as to opening safety valve, if it is to have a limited application to a master, it does not include the engineer. Was it intended by Congress that this duty should be cast exclusively with the Captain, and that he should give orders to the Engineer as to the management of his engine, without knowing the state of the water, &c. If we go to the wisdom of Congress, as alluded to by the District Attorney, there is not much wisdom in placing this to the care of the Captain, who knows nothing about it. This makes a penalty of $200; yet I contend it must have intended that the Captain should be informed. The law says they shall open the valve, so as to keep the steam down to about the regular point. If it is not necessary to open the safety valve in order to keep the steam at running point, it is not requisite to do so. When the law was passed, and wood was used, it might be necessary to open the safety-valve, but not since the introduction of coal. If the boat was running at 30 inches and she was allowed 45 inches, was it necessary to let off the steam? Certainly not. Congress could not have meant such an absurdity as that. The law only means that the steam shall be kept at the limit of the inspector, which in this case was 45, and it was shown that if there was no defect in the iron she could have carried 60 pounds. The steam, this day, was kept only at 28 or 32. If this suit was for the penalty, unless it was clear that the steam rose at the wharf over 32, the parties could not be charged, particularly when a better mode was in operation to regulate the steam.

I contend the Captain is not bound to give directions as to the engine, unless it is above running point, and where he exhibits ordinary diligence it is all that is required; also, that the law does not require the valve to be opened, or if it does so the sole intention of the law is complied with by the mode of opening the furnaces. The law does not make the omission to open the safety-valve manslaughter—it is referred to in the 7th section, which provides its own penalty. The 12th section, as to Manslaughter, intends to be similar to the charge of negligence at Common Law, in which the negligence under it must be proved. It says any Captain, &c., guilty of misconduct, negligence, or inattention in their respective duties. The 7th section does not say anything about duties in the sense required in the 12th section. The two sections stand by themselves. A violation of the first by the Captain, with knowledge, renders him liable to a penalty; a violation of the 12th renders him liable to the charge of Manslaughter.

It is not necessary to raise the safety valve, under the 7th section, except to prevent the steam getting beyond the limit. The 12th section means the same proof as against physicians, midwives, &c., for inattention or misconduct. If Capt. Farnham knew nothing, and could not know anything, as to the state of the engine, he is not liable. In regard to the law, we will not say there is a want of wisdom, but a want of practical knowledge, in Congress passing it. How would it answer for the captain, instead of attending to the landing and the getting on board of his passengers, to run to the engine-room to see the state of the engine? There could be no division of labor, and steamboats would become a scene of confusion, which would soon make it desirable that they should go out of use, unless the caloric ship should be successful. It is shown in Lewin's Crown Cases, that there must be wilful misconduct or neglect. The engineer is responsible only to his owners. The captain has the control to a certain extent, as to going to a particular point, &c., but at a period of landing his duties, and those of the engineer, are distinctly different, and he could not be held even under this section.

I will refer to a decision of Judge McLean, Note D, 350, last edition of Wheaton, of 1852, under this law, against the engineer of steamboat Virginia, where lives had been lost, on the Mississippi, and where the Judge held that to the engineer is intrusted the care of the engine. If he should take hold ignorantly, it would be an aggravation of his offense—but there must be some proof of misconduct or inattention to bring him under the law. This was a case where the safety-valve had not been raised, and the Judge considered that that in itself was not sufficient to convict. In that case it was shown, too, that the engineer had been seen reading, the boat going more rapidly than usual, and where wood was used, neither of which was here—and the boat stopped at two points within 150 yards without blowing off steam. If the explosion, Judge McL. said, took place on the letting in of water, or defect in the iron, it did not hold the defendant, although the safety-valve was not opened. Judge McL. said nothing as to the 7th section. A party is not to be exposed to wrath, said Mr. N., from the occurrence of an accident.

I will ask the Jury, if any thing has been shown against Capt. Farnham? I will first speak of the high character given to Capt. Farnham, and I would ask, if, from all this that has been shown with care and skill, you will attribute to him a chance in this case? Character has much to do with this matter. You have testimony of sobriety, care and attention to all his duties. You have, again, that his duties did not devolve the care of the engine; also, that he did not know, and could not know, the state of the engine. You have the fact, that the owners themselves selected an engineer against whom nothing has been asserted, and gave him the control of it; and I would ask you, if the captain was not justified in believing that the engineer would take proper care of the very destructive machine in his charge, and when that engineer would be most in danger from accident? Could the Captain leave the gangway and go into the engine room, it would be impossible to direct a steamboat in such a case. There was no racing that day; the boat was behind her time, and went up, as a passenger stated, in a manner making it pleasant steamboating. Then the guage was placed at 30. It was also shown that steam is worked off, on the boat going, as fast as it is made, and except at West Point, no steam need to be let off. If steam is consumed as fast as it is made, there is no need of letting it out, and it has been shown that the steam on that day never rose above 32 pounds, whether let off or not. Then the steam works were in excellent order. It was shown that the steam was let off at West Point, because it is a landing at which many persons stop, and the boat was there some time. Others say that they did not hear that the steam was let off, but that does not contradict the other. The pilot, who was called by the prosecution, said that steam was let off at West Point, and I allude to this to show that the safety-valve was in good working order—it was set at 35, and if the steam got beyond that it must have been raised. It was also shown that Mr. Howlett touched the guage with the hammer to see if all was right, which was but 15 or 20 minutes before the accident. If we had the assistant engineer here, or the two firemen on duty at the time, we could show it, but they were killed—and the Engineer himself being in the indictment we cannot bring him. But then Capt. Farnham is in no way responsible for this at any rate. It has been shown that the ordinary means of securing safety were employed—the doors of the furnace were all open—the proof to that effect will not be disputed. Had they not been, the latches and pin which hold them would have been broken by the force of the steam which drove out of the furnace door. I have no doubt that Cox has gone to his last account without one stain upon his conscience as to discharging his duty, and when called to another tribunal, as he would have been if he had lived, before this tribunal, he did his duty—and there is no doubt, also, that Mr. Howlett did his duty. Was everything that prudence and care could do observed on making the landing? Did not the engineer do everything that was required? A law must be viewed as bearing upon the time when the law was passed—the law was virtually repealed by the use of coal, while wood only was used at the time of its passage. You have been informed that the improved and certain mode is to open the furnace doors, which lets a volume of cold air in over the fire and under the steam—and also that a flue door is open, and the steam is condensed 7 to 10 inches. If the engineer was on his trial, if he employed the ordinary means and an explosion occurred, he is not criminally responsible. He is only liable for the want of ordinary prudence and care. The law requires that the safety valve should be opened so as to keep the steam down, but if it is not up there is no need of keeping it down, and therefore the law does not require it. If it were contended that the safety-valve must be opened at every landing, some informer could make a fortune by complaining, and the $200 would roll up faster than we get gold from California. All the practical men that speak to you say that this is just as safe and safer than the other mode, and they give you the reason, because there is danger in regard to the water, as an engineer could not tell the quantity of water in the boiler, one of the witnesses saying he has known the water to foam and rise nine inches above its real level while the steam is being let off. When you hear practical men saying this is the best and proper course, and no other practice opposing it, you are so to consider it. Would these men expose themselves to danger, and their families to want, besides the difficulty of such a proceeding as this, if they did not think it the best mode? Mr. Stilwell, a practical machinist, and others also tell you it was the proper mode. There is no blame to be attached to the engineer, and surely none to Capt. Farnham. It has been shown that the Reindeer was allowed to carry 45 pounds; she was running with 28 to 32, which fell 5 to 10 by the throwing open the doors, so that the steam could not have been more than 25 pounds. Everything shows that all had been done properly, every one at their posts, and that it was the defectiveness of the iron which caused the explosion. Were we responsible for that? It has been shown that Capt. Farnham, on superintending the making of the boiler, detected a bad piece of iron, and had it cut out, and exercised vigilance and care. The defect in the plate that gave way, it has been shown, could not be detected; it had been badly welded, and was weakened, without being able to detect it in two years' wear. It has also been seen that the operation of making the turns or flanges still further weakens, and the whole plate that rested upon the defective iron gave way and fell in like the falling in of the lid of a chest. It so happened it was in the worst position, and necessarily would give way. It has been shown that the very means of reducing the steam was one of the causes of the explosion—letting in the cold air and producing an expansion and contraction. The moment a small inlet is made, and the steam works in, the whole is reduced to fragments in a moment. It exploded, unquestionably, on a pressure of 25 pounds. We used the necessary and lawful means. Suppose we had lifted the safety-valve, and omitted the means we took, would not all the engineers have said we omitted the best mode, and are guilty, and the engineer could not stand up before you? All agree the difficulty was caused by a defect in the iron, which had even escaped the inspectors' notice, who try the boilers with a hammer, and it would be cruel to charge us with blame in regard to it. No person takes charge of such a dangerous instrument as that unless he believes it to be secure. The District-Attorney will say the omission of raising the safety valve shows criminal neglect. Is not that a harsh argument against one of the best and most careful steamboat captains that we have. The management of the engines is left to those in charge of them, and if they adopt ordinary care and prudence that is enough. This case was the defect in the boiler, and you will rely upon the witnesses who so stated. One of them stated he did not know what would have been the effect if the safety-valve had been raised; it is not clear what he intended, but it was that, perhaps, the accident would not have occurred. Would you condemn a respectable man and drive him from society for a perhaps? The evidence is, that if the boiler had not given way then it would soon have done so, and perhaps with more fatal result. He considered, and was justified by the inspectors and others in so considering, that the boiler was sound in every part, and that he could carry 45 pounds, he had no knowledge or belief to the contrary; he heard, no doubt, the engineer trying the stop-cocks, and, at any rate, this was not a matter of his special charge. The opinion of Judge McLean shows that a defect in the iron is a sufficient excuse. While the Jury sympathise with the afflicted, they will not add to it by sending poverty and dishonor into the family of Capt. Farnham. It is enough that the expenses incident to a protection of himself are cast upon him. There is no reason why a further affliction should be imposed. Public justice does not require it. One of the firemen who was injured and afterward died, exculpated all parties from any blame. The officers of this vessel have been exposed to the complaint against them on account of another calamity which occurred, without having done anything themselves to expose them to censure. You will acquit Capt. F., and I am satisfied my learned friend, the District-Attorney, will find as much satisfaction in it as Capt. Farnham himself.

Mr. Hall, the District Attorney, then addressed the Jury for prosecution. The other side have well said I come to this cause with great reluctance, as I always do when it inflicts pain upon others. Yet, I do not intend to shrink from my duty, however painful. The learned Judge has always a painful duty, as, also, the Jury, in such a case, of strict justice to the accused, but to do their duty to the laws of the country. If there is a country which depends upon the good sense of its citizens for protection, that is this country. Rules are presented by the Court, but it comes finally to 12 men in the Jury box to whom the public look for protection and such a verdict as the merits of the case demand.

In this case there was no informer—the District Attorney was, at the time, not in a situation to know it—the case was taken up by the Grand Jury, and they directed the District Attorney, to frame an indictment saying that the defendants did so inattentively manage the Reindeer, and so unskilfully manage the fire as to cause the boiler to explode. The Captain says the death is in no way resulted from his neglect, and you are asked if another victim will be added. The law is not to make victims, but to prevent the offering up of some other 35 victims—the object of the law is to prevent misconduct by those who carry human cargoes from port to port. If Capt. Farnham is to go clear because he is a respectable man, such offences will hereafter go unpunished. I believe him to be a respectable man—a man so carrying passengers is bound to be a sober and careful man—each and all of them, no doubt, could defend themselves on the ground of good character. The object of good character is, where testimony is nicely balanced, and where it is said that a man of good character would not commit the act.

In my view of the law, the Captain, and all the others are amenable for this culpable and fatal affair. The Jury will take the law from the Court.

The Counsel has mistaken the law—it does not suppose design, but that duty may be inattentively discharged. One of the witnesses said he never obeyed the law. I do not think the duties of the Captain are so circumscribed as has been stated. If so, a man much inferior to Capt. F. might answer. It is said the pilots have one portion of the duty and the engineer another. What then, has the captain to do? They say it is to tell them to stop, and then to get out the gangway plank. Is that all that the law requires? If the engineer is reckless, has not the captain power to put him in irons if he pleases—so as to the pilots and the firemen, &c. The whole scope of the law is to put upon the master the same care as if he had full control of the boat. The 6th section of the act says, it shall be the duty of the owner and master to employ skillful engineers, and on failure to do so, hold them responsible. My friend, instead of going to the law, goes to the law of the North River—where every one does as he pleases. The Reindeer runs with the Alida, the Alida with the Henry Clay, and lives are destroyed—and yet the captain is but a gentleman on board, and has nothing to do. I will tell Capt. Farnham that the law throws, in the 12th section, upon the captain the responsibility. According to my view, the conjoint duty of master and owner, is thrown upon the captain. It is not lawful for him to take charge except he is licensed—and the law places upon the captain to abide by this. Is it probable that such a man as Capt. Farnham has never read this act, which is wholly to provide for passengers—and the first duty of the captain in it, is to see that he has got a proper license—the vigilance in transporting passengers, is not thrown upon the engineers or others, but the captain—and who but Capt. F. ever stood up and said otherwise than that I am the master of this vessel. The 2d section, under a penalty of $500, requires the master to have license—3d, authorizes him to apply for it—the 5th relates to inspection, in which it shall be the duty of the master or owner to furnish one certificate to the collector, the other cause to be posted up in the boat for the information of the public; this is evidence that the Captain has complied with the law. He is compelled to have his boat inspected twice a year. By the 6th section it is made the duty of the master and owner to see to obtaining inspection. The counsel says, by North River law the owner appoints the engineer, but I can say to Captain F., and all others, he has a voice in the matter, and is bound by it. The Jury can know no higher law than is on the Statute Book. Congress has endeavored to provide for the security of passengers, but if Juries will not carry them out it may well be said, "In vain are your laws." As to the 7th section, I agree that the Engineer is not responsible by it for his duty; but the master is not exonerated. The case before Judge McLean was in regard to the Engineer; but you do not find the word Engineer in the 7th section, but in the 12th section, in which he is liable for his misconduct as engineer, but they have charged upon the master the duty of raising the safety valve. It says he shall raise it, although it does not intend that he shall personally raise it but direct it to be done. It says whenever the boat is stopped—(which is acknowledged to be by direction of the master)—the person in charge shall open the safety-valve. My friend says he is not to do so if the steam is not above a certain point, and calls witnesses. The Captain could say to the engineer I charge you, sir, at every landing, to raise your safety-valve. I am responsible for that. The object is to prevent people from taking other means as to the care of the steam, but the North River pilots say we will not do that, we will open the door. The Captain habitually disregards it for cause.—Did it not make your blood run cold when you heard two of the witnesses say that they would not open the safety-valve because it took water and coal, and made a noise. What a noise was that which rushed into that cabin, and like the trumpet of an archangel summoned women and children and others to an eternal account; and yet Captain Farnham complains that he is charged in an indictment in regard to it, and asks if he is to be impressed with felony, &c. We do not charge Capt. F. with any design to take life. It is for the decease of the Judge whether if found guilty he will be sentenced to imprisonment for 30 days, or whatever it may be.

It is clearly shown here that this calamity was caused by North River law, because the admission of a stream of cold air produces unequal contraction and expansion, which weakens the iron. What right, then, have they to say that? They let in cold air, and the expansion outside and still contraction inside, burns the iron—it is precisely the same as the action of hot water on glass, or cold to heated glass. They do not know where there was to give the point, but to lift the safety-valve there can be no harm. There is another thing—the pressure was from above—the weakest point is not where they say it was—corrugated iron, bent, is the strongest, as in Francis's life boat. The testimony was that the fracture was nine feet long, and tearing twenty-six inches wide—there is no pretense but a portion of this space was properly welded. The steam does not go down, but up—the water rushed down into the iron, became converted into steam and gas, which drove into the dining-room, and with the force of a cannon ball, killed thirty five persons—and yet they say they have got a better mode, and no man, except some member of Congress, who got frightened, would require the valve to be raised. They say they will be sued, but they can not do so, but if they do, they will be subjected to the 12th section.

The same duty that is thrown upon the owner is thrown upon the master on Lake Erie for instance, he is charged by 8th Section to get a certain number of boats &c., persons are sacrificed for want of them and they were required to say why encumber your deck with boats. But the law requires it and common humanity requires it. Judge McLean, as well as the U. S. Supreme Court, has held that the law is binding on all owners and masters and officers. Congress has provided that there shall be as many safety valves as the Inspectors please, and shall place one self-acting valve beyond the reach or control of the Captain. I say that Capt. Farnham cannot escape from the responsibility unless the Jury believe the accident would have occurred even if the safety valve had been raised. But they cannot acquit if they think by raising the safety valve the catastrophe might have been avoided, or in any way averted—why did the Counsel not ask us to the valve? I inquired of Mr. Stillman if the safety valve had been raised and the doors opened if the explosion would have taken place. Mr. S. said he thought it would have been impossible.

[Mr. N. said he referred to a sound boiler. The Court read from his notes that Mr. S said the safety valve ought to relieve the boiler even if the doors shut.]

The District Attorney said if he did not quote the evidence exactly, the jury would correct it. They have not said that Capt. Farnham is not to blame, but that Mr. Howlett was, if any one. I am sorry that they did that, because Mr. Howlett will not be there to answer for himself. I say the master is liable under the 7th section, the engineer under the 12th, and other engineers say that the 7th section is all, and it is not necessary to raise the safety valve. They attempt to cast the blame upon the maker of the iron. But the law says nothing as to the maker of the iron. The force was so terrific as not only to break, but to slit the iron into three leaves, of the 16th of an inch thick each, one of them solid, and the others nearly. It is shown that the iron broke each way—showing the force of the pressure. But if the iron was weak, was that not a good cause for superseding the caution of opening the valve? They say it was not safe to open the valve on account of the water, but it appears they tried that while on the way between Red Hook and Bristol. They say she was going at a slow speed, only about 20 miles an hour. I should not like to have been on board of her when she was going at her fastest rate. One of the engineers modestly said that the Reindeer usually had company—the company was barging other boats in racing, and caused danger. He said it was pleasant steamboating that day, but it was death to 35 human beings. I will say to Capt. F. and others that the law requires the use of the safety-valve, instead of letting in cold air upon the boiler, which is precisely the same as throwing cold water upon them. Steam will rend the iron, as the water which causes the eruption on Mount Vesuvius, and no strength of iron can resist it, if not properly taken care of. The owners of those boats do not see enough of their responsibility, and care but little for the lives of the passengers. How think you are they? They will not see. How think can you make the iron? But How this can you make it?

I regard every steamboat as a floating volcano, freighted with human beings. How fearful is the responsibility of an individual attempting to conduct such a vessel. If he be guilty of misconduct, negligence or inattention, he is liable to punishment under the law, particularly if you think it was his duty to let off steam and he did not, you will convict him.

It was a Western Jury that tried that case—their idea was that it was the duty of the engineer to keep up as much steam as he could, no matter as to the loss of life, and he was acquitted.

It is for the Jury to say whether the catastrophes of the Henry Clay, the Reindeer, and others, can be done without responsibility—if they think that if the safety-valve had been raised in this case the explosion would have been avoided, they must convict. The law says they must raise the safety-valve. If the Jury think Capt. F. has exonerated himself let him go in peace, but if they think that twenty five human beings have been sacrificed by any fault of his, you will decide accordingly.

The Court said it being late it would defer giving the charge till this forenoon, and the Court adjourned.

SUPERIOR COURT—Before Judge BOSWORTH.

Daniel Lewis agt. Chauncey Jerome, Jr.

To recover damages for alleged assault and battery, at No. 175 Broadway, on 2d May last. Plaintiff occupied rooms in the second story, and carried on business and slept there, but obtained other apartments, and intended to remove on 1st May, but did not, as the new apartments were not ready. On the evening of the 2d May Mr. Jerome refused to permit him to sleep there, but went up stairs with him to his rooms, and in coming down took the outer key of the rooms and also the upper key of the front door. Mr. L. afterward got them again and placed the upper key in the entry where he could get it next morning, and on going down offered the front door key to Mr. J. (who kept the lower store), but had placed the key in the lock. Mr. J., it is charged, then dragged him into his store, and committed upon him a violent assault and battery. In defense, it was said that Mr. L. promised to return the key, and on his not doing so, Mr. J. only took hold of his collar to compel him. Verdict for plaintiff, $1,250.

Thomas Murrell agt. Thomas Quackenboss.

To recover $211, with interest, balance of $215, advance to pay passage of defendant to California, and $45 advance to his wife during his absence. Plaintiff paid $100 of it but after getting to California. In defense, it was said plaintiff agreed to send out defendant (who is a carpenter by trade) to put up a hotel at San Francisco, give him $18 a day and board for six months, and pay his wife $18 a month; the after getting to California plaintiff's agent said they had concluded not to put up the hotel, and did not require his services; that defendant then got other work, but had to take $10 a day and $16 a week board; and that plaintiff is in fact, indebted to him (said Quackenboss) $1,249, being the difference, besides the cost of board.

SUPREME COURT.

IN THE MATTER OF ELIZABETH M'CARTER.

The Commissioners and a Jury have had a number of sessions in this case, being a writ of inquiry, at the instance of relatives of Miss McC. to inquire whether or not she was of sound mind, and capable of the care and disposition of her estate. The Jury, last evening, rendered a verdict in her favor, declaring her to be of sound disposing mind, and capable of the management of her property.

COURT OF COMMON PLEAS—Before Judge WOODRUFF.

LIABILITY OF RAILROADS.

In the case of Robinson agt. the Hudson River Railroad Company, to recover damages for the loss of his wife, run over by the locomotive and killed on the Railroad, already referred to, the Court, this forenoon, rendered a decision considering that the event was caused by the negligence of Mrs. R. herself, in walking on the track, and dismissed the complaint.

Hiram W. Kelly and others against James Kelly and others.

The parties are merchants occupying a store in Cedar-st., plaintiffs the first and defendants second and third floors. The plaintiffs charge that on Sunday, July 16, 1851, defendants, or those in their employment, left the Croton water, which had been introduced to the lofts, running, by means of which plaintiffs' goods were damaged to the amount of $5,000. Action is brought for damages. In defense it is denied that the fault was with defendants or their agents; that plaintiffs had control of and themselves left the water let it on or off at pleasure. It is also denied the amount of damage. The Court held that if injury arose partly from the negligence of plaintiffs they could not recover. Sealed verdict.

Before Judge INGRAHAM.

Samuel W. Taber against Marshall O. Roberts.

To recover back money paid for a ticket in May, 1850, from Panama to San Francisco, in the steamer Isthmus, but she not being there plaintiff had to get another passage. In defense it is said Mr. R. contracted not for himself, but as agent of the U. S. Mail Steamship Co., and the action should not have been against him—and also that the ticket was marked, was for the third voyage of the Isthmus, which was commenced within a reasonable time. Verdict for plaintiff, subject to the opinion of the General Term.

Charles Jackson against Joseph G. White.

Action for slander, already referred to. The Jury could not agree, and were discharged.

COURT OF GENERAL SESSIONS—Jan. 20.—Before Judge BEEBE and Ald. BRISLEY and FRANCIS.

John Donohue, indicted for manslaughter, in causing the death of Charles Lynes, by shooting him in the head while in the porter-house of Mr. Harrison, No. 508 Water-st., on the 23d day of December last, was placed on trial and acquitted; the evidence going to show that the shot was accidentally fired. The accused was discharged.

A German was tried and acquitted, on an indictment charging him with having attempted to steal a gold watch and chain valued at $125, from Mathew T. Brennan, Esq., Captain of the Sixth Ward Police, on the 6th ult.

The Court then adjourned for the day.

COURT CALENDAR—THIS DAY.

SUPERIOR COURT—Nos. 171, 105, 133, 203, 21, 219, 197, 129, 151, 260, 253, 256, 299, 296, 297, 271, 26, 51, 118, 152, 204, 15, 85, 17, 22, 42, 130, 131.

CIRCUIT COURT—Nos. 911, 759, 1,245, 49.

COMMON PLEAS—Part I.—Nos. 59, 243, 305, 337, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329. Part II.—Nos. 20, 86.

SUPREME COURT—Special Term.—Nos. 107, 125, 156, 82, 27, 32, 111, 121, 74, 129, 2, 122, 4, 12.

MARRIED.

Jan. 19, by Rev. John Lillie, WALLACE DAVIDSON to ISABELLA MEGARR, both of Ireland.

DIED.

Suddenly, Jan. 19, SOPHIA STAPLES, wife of John G. Whipple, in the 50th year of her age.

The friends of the family, and the members and congregation of the Tabernacle Baptist Church, 2d-av., are respectfully invited to attend her funeral on Friday, at 10 o'clock A. M., from her late residence, No. 21 4th-st.

At Havana, Cuba, Dec. 30, 1852, of small-pox, ADALINE THEURRER, wife of S. W. Woodard, aged 29 years.

☞ Chester County, Pa., papers please copy.

At Macon, Ga., Jan. 4, Gen. JOSEPH BENNET, a native of New-York. He had lived in Macon since 1822, and represented the County in the Legislature.

On Tuesday, Jan. 18, JENNET, daughter of the late William McDugall, aged 29 years.

The relatives and friends of the family are respectfully invited to attend her funeral this day, Friday, at 1 o'clock, at the residence of her mother, No. 113 Clinton-st.

☞ Albany and Caledonia papers please copy.

At Williamsburgh, on Thursday morning, Jan. 20, of consumption, Alderman ANDREW C. JOHNSTON, in the 50th year of his age.

His friends and relatives, and of his brother John Johnston, and of his brother-in-law, John H. Munney, are respectfully invited to attend his funeral on Saturday, [illegible]